

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

What is claimed is:

Claim 1. (Currently amended) In a front vehicle suspension, wherein said suspension includes a left and a right strut, each said strut including a top end, a bottom end and a longitudinal centerline, said longitudinal centerline defining a strut axis, a left and a right structural strut tower, said left and said right strut towers each including a mounting member oriented in a plane substantially orthogonal with said respective left and said right strut axes, said mounting members each including three elongated camber slots, said camber slots on parallel axes and spaced about said strut axes, said mounting members having a top surface and a bottom surface, wherein said ^{[[upper]]} top end of said left strut attaches to said left strut tower mounting member via said camber slots positioned in said left mounting member, wherein said ^{[[upper]]} top end of said right strut attaches to said right strut

tower mounting member via said camber slots positioned in said right mounting member, wherein said camber slots in both said left and said right mounting members respectively are oriented to allow ~~an upper~~ a top portion of said respective strut axes to be tilted toward the center of said vehicle, a suspension tuning kit comprising:

an upper plate, said upper plate having a top surface and a bottom surface, said upper plate having four substantially parallel secondary camber slots, wherein three of said secondary camber slots are constructed and arranged to align with said mounting member camber slots, wherein one of said secondary camber slots is longer than the other three secondary camber slots, wherein said longer secondary camber slot aligns with a drilled aperture, wherein said drilled aperture is located in either of said left or said right respective mounting member of either of said left or said right respective strut tower, said upper plate including at least two caster slots, said at least two caster slots arranged to have substantially parallel axis with respect to each other and transverse axes with respect to said secondary camber slots of either said left or said right strut axes respectively and spaced about ~~[[said]]~~ either said left or said right strut axis respectively, said bottom surface including a contoured cavity, said contoured cavity constructed and arranged for slidably locating a strut mounting plate, said bottom surface positionable

parallel and juxtaposed to said top surface of either said left or said right [[said]] strut tower mounting member respectively;

a strut mounting plate, said strut mounting plate including a lower plate portion, said lower plate portion including a bottom surface and a top surface, said top surface including an upwardly extending boss, said upwardly extending boss including a bore therethrough for mounting said top end of [[a]] either said left or said right strut member respectively, said lower plate portion including at least two threaded apertures, said at least two threaded apertures arranged to align with said at least two caster slots, said strut mounting plate slidably mounted within said upper plate cavity, said bottom surface mounted juxtaposed to either of said left or said right mounting member top surfaces respectively;

a first lower plate, said first lower plate including three apertures therethrough, said three apertures constructed and arranged to align with said camber slots, said first lower plate positioned parallel and juxtaposed to said bottom surface of either of said left or said right mounting member respectively;

a second lower plate, said second lower plate including at least one aperture therethrough, wherein said at least one aperture is constructed and arranged to cooperate with said drilled aperture, said second lower plate positioned parallel and juxtaposed to said bottom surface of either said left or said right mounting member respectively;

wherein said kit may be secured to said left or said right strut tower, wherein at least four threaded fasteners extend through said lower plates, said mounting member and said upper plate, said threaded fasteners cooperating with at least four threaded nuts, wherein said threaded fasteners cooperate with said nuts to secure said suspension tuning kit to either said left or said right strut tower mounting member respectively, wherein wheel caster and camber is infinitely adjustable throughout an extended range.

Claim 2. (Original) The suspension tuning kit as set forth in claim 1 wherein said first lower plate is substantially L-shaped, said L-shaped first lower plate including a top surface and a bottom surface.

Claim 3. (Original) The suspension tuning kit as set forth in claim 2 wherein at least three of said four threaded fasteners are weldably secured to said bottom surface of said first lower plate, said at least three threaded fasteners extending upward and substantially perpendicular to said top surface.

Claim 4. (Original) The suspension tuning kit as set forth in claim 2 wherein said first lower plate is constructed from metal.

Claim 5. (Original) The suspension tuning kit as set forth in claim 1 wherein said second lower plate is substantially rectangular in shape, said second lower plate including a top surface and a bottom surface, wherein at least one of said four threaded fasteners is weldably secured to said bottom surface of said second lower plate, said at least one threaded fastener extending upward and substantially perpendicular to said top surface.

Claim 6. (Original) The suspension tuning kit as set forth in claim 5 wherein said second lower plate includes a means for preventing rotation of said second lower plate with respect to said strut tower mounting member.

Claim 7. (Currently amended) The suspension tuning kit as set forth in claim 6 wherein said means for preventing rotation includes a threaded aperture, wherein said threaded aperture is constructed and arranged to cooperate with a second drilled aperture located in either said left or said right mounting member of said left or said right strut tower respectively, wherein a threaded fastener extends downward through said respective mounting member and threadably engages said threaded aperture, whereby rotation of said second lower plate is prevented.

Claim 8. (Currently amended) The suspension tuning kit as set forth in claim 1 wherein said upper plate includes a contoured outer edge, wherein said contoured outer edge is constructed and arranged to permit extended movement of said upper plate with respect to said left or said right strut tower.

Claim 9. (Original) The suspension tuning kit as set forth in claim 8 wherein said upper plate includes at least one rounded corner extending between said bottom surface and said contoured edge, wherein said rounded corner is constructed and arranged to abut an inner fender wall.

Claim 10. (Original) The suspension tuning kit as set forth in claim 1 wherein said upper plate is made of steel.

Claim 11. (Original) The suspension tuning kit as set forth in claim 1 wherein said upper plate is made of aluminum.

Claim 12. (Original) The suspension tuning kit as set forth in claim 1 wherein said upper plate is made of titanium.

Claim 13. (Original) The suspension tuning kit as set forth in claim 1 wherein said strut mounting plate bore includes at least one snap ring groove, wherein said bore is constructed and arranged

to accept a hemispherical connector member, wherein said hemispherical connector member is constructed and arranged to pivotally secure said top end of said strut member, wherein said at least one snap ring groove cooperates with at least one snap ring to secure said hemispherical member.

Claim 14. (Currently amended) The suspension tuning kit as set forth in claim 1 wherein said camber adjustment range facilitates adjusting either said left or said right strut axis up to about three degrees.

Claim 15. (Currently amended) The suspension tuning kit as set forth in claim 1 wherein said camber adjustment range facilitates adjusting either said left or said right strut axis from about 0 degrees to about -3 degrees.

Claim 16. (Currently amended) The suspension tuning kit as set forth in claim 1 wherein said caster adjustment facilitates adjusting either said left or said right strut axis up to about three degrees.

Claim 17. (Currently amended) The suspension tuning kit as set forth in claim 1 wherein said caster adjustment facilitates adjusting either said left or said right strut axis from about +4 degrees to about +7 degrees.